



THE OLDER CALIFORNIAN TRAFFIC SAFETY (OCTS) TASK FORCE ACTIVITY UPDATE March 2007

The Older Californian Traffic Safety (OCTS) Task Force, administered by the California Highway Patrol (CHP), is in its fourth year. Comprised of a broad cross section of public and private organizations, the task force continues to work on developing and executing recommended action items from a report issued by a previous Office of Traffic Safety-funded older adult traffic safety task force as well as expanding efforts to ensure senior mobility is addressed in California.

The OCTS Task Force carries out its activities through sub-units known as workgroups, each with a designated series of responsibilities that, in sum, are designed to increase the safety of older persons as drivers, passengers, and pedestrians. In 2006, the OCTS Task Force added a new dimension to its effort that included the formation and incorporation of a workgroup focusing on mobility/transportation options for seniors who are no longer able to drive. A summary of each workgroup's activities and accomplishments appear below.

AGING SERVICES WORKGROUP

Chaired by Mr. Patrick Cullinane, American Society on Aging

Composition: American Society on Aging (ASA), Area 4 Agency on Aging, California Department of Motor Vehicles, San Diego State University's Center for Injury Prevention, Policy and Practice, AARP, Safety Center Incorporated, and the California Highway Patrol.

Charge: To carry out nine action items, including development of a driver screening self-assessment tool, and the formulation, delivery, and promotion of older driver wellness programs that maintain and improve older persons' driving capabilities.

Accomplishments to Date:

1. Development of an older driver self-awareness tool to stimulate thinking about how to be a safer driver for a longer period of time and alert the reader to helpful resources.
2. Provided Train-the-Trainer sessions for community-based providers on American Society on Aging (ASA) – Centers for Diseases Control's Road to Driving Wellness (www.asaging.org/cdc), ASA-National Highway Traffic Safety Administration's DriveWell (go to www.asaging.org/drivewell), and ASA-AARP-American Automobile Association's CarFit program, www.asaging.org/asav2/carfit, all of which stimulated follow up educational sessions with older adults.
3. Collaboration with the California Department of Motor Vehicles (DMV) on surveying DMV offices to identify the magnitude of the problem when an older driver who appears for licensure exam is denied a license and is now stranded with their car at the DMV office.

4. Instrumental in effecting enhancement to DMV policy whereby DMV now has one identified staff member per each DMV office who serves as the in-house resource person on older adult safety/mobility issues and is the focal point for dissemination of subsequent information and resources.

5. Saw establishment of the Portland, Maine Independent Transportation Network (ITN) replication pilot project undertaken by the Center for Healthy Aging in Santa Monica, California.

Objectives for 2007:

1. Promote stronger linkages between DMV and Area Agencies on Aging by developing a model brochure for local replication for DMV offices on mobility options in DMV service areas.

2. Further promote education and dissemination of the Portland, Maine Independent Transportation Network (ITN) model throughout the state.

3. Promote and represent the OCTS Task Force at all relevant state aging association meetings.

4. Present Web-based seminars on key older driver topics as interest and funding are available.

5. Assist the OCTS Task Force in moving from development of resources to implementation and diffusion of resources to support a statewide system for older driver safety and mobility.

HEALTH SERVICES WORKGROUP

Co-Chaired by Dr. James Grisolia, California Medical Association

Co-Chaired by Ms. Patti Yanocho Horsley, Center for Injury Prevention Policy and Practice

Composition: Department of Health Services, California Medical Association, California Association of Nurse Practitioners, Emergency Medical Services Authority, California Board of Occupational Therapy, California Council of the Alzheimer's Association, Medical Board of California, and San Diego State University, Center for Injury Prevention Policy & Practice.

Charge: To carry out 13 action items that include incorporating older adult traffic safety strategies into state and local injury prevention programs; conducting research to identify the most effective elements of driver rehabilitation programs; establishing policy statements by professional health care associations such as those representing physicians, nurses, and occupational therapists that endorse a change in standards of practice; and developing tool kits to assist health care providers with health risk assessment and guidance for their older patients, including information on traffic safety risk and referral.

Accomplishments to Date:

1. Researched and identified certified driver rehabilitation specialists (CDRS) operating throughout the state, and posted the list on the Board of Occupational Therapy Web site for use by both medical professionals and public citizens who desire CDRS services.

2. Condensed the recently released American Medical Association's (AMA) 200-page plus "Guidelines for Assessing and Counseling Older Drivers" into a simple, one-page form that informs physicians and other health professionals at a glance what physical and mental symptoms may occur in older patients that indicate potential driving impairment. This document has been published and is currently being distributed to California physicians in a joint effort by the California Medical Association and California Medical Board.

3. Instrumental in the passing of a California Medical Association resolution incorporating the topic of older adults and driving ability into existing medical school curricula.

4. OCTS Task Force partners, the California Department of Health Services and CIPPP, established the Health Care Provider Training Initiative. This initiative seeks to improve California's occupational therapists', nurse practitioners', and physicians' ability to screen, assess, counsel, and refer their older patients who may be at high-risk for driving problems. The program includes a comprehensive website resource with specific information and online training for California's health care providers. Refer to: <http://www.eldersafety.org/Online-Training.html>. The program is being conducted in cooperation with the [Occupational Therapy Association of California](#), the San Jose State University [Occupational Therapy Department](#), the [California Association for Nurse Practitioners](#), and the [Preventive Medicine Residency Program](#) at the University of California San Diego and San Diego State University. It is administered by the Center for Injury Prevention Policy and Practice and the [State and Local Injury Control Section](#) of the California Department of Health Services, and funded by a grant from the [California Office of Traffic Safety](#) through the Business, Transportation and Housing Agency.

Objectives for 2007:

1. Promoting use of "Driver Safety Screening for Health Care Providers" and acquiring wider printing and distribution of pocket-sized card being developed by the Center for Trauma and Injury Prevention Research at University of California at Irvine.
2. Further promote training for health care providers.
3. Increasing referral to occupational therapist driving evaluation programs for "preventive" evaluation to extend safe driving years.
4. Continue to encourage inclusion of the topic of older adults and driving ability into existing medical school curricula.

LAW ENFORCEMENT WORKGROUP

Chaired by CHP, Sergeant Janice Campbell

Composition: CHP, California Police Chief's Association, California Sheriff's Association, Sacramento County Sheriff's Department, DMV, Caltrans, and the California Department of Peace Officer Standards and Training (POST).

Charge: To develop and implement seven action items that include integrating older adult issues into the strategic plans of police organizations, such as the CHP, city and county police agencies.

Accomplishments to Date:

1. Working on improving the identification process by which law enforcement personnel determine if a driver should be required to take a Priority Driver's License Re-examination. The priority re-exam request form used by California law enforcement personnel has been revised to include a standardized checklist codifying driving behaviors and other factors which provide greater accuracy for officers deciding when an individual must be referred to DMV for a priority re-examination. The revised form also will allow DMV to capture more accurate data involving priority re-examinations.
2. Developed a standardized policy concerning application of the re-examination process. It is expected that the revised policy will be provided to California law enforcement agencies for their consideration and adoption.
3. Assisted in the development of the National Highway Traffic Safety Administration's Law Enforcement Older Driver Curriculum.

Objectives for 2007:

1. Planning development of a POST-certified training curriculum for use by local, county, and state law enforcement personnel concerning the priority re-examination process.
2. Planning to develop an older adult sensitivity training video for dissemination on a national level.
3. Monitor the National Highway Traffic Safety Administration's Older Driver Law Enforcement Curriculum for incorporation into California's law enforcement academies' curriculum.
4. Work with the Licensing Workgroup to develop an older driver sensitivity video for DMV field office employees.

LICENSING WORKGROUP

Chaired by Mr. Patrick Barrett, DMV

Composition: Department of Motor Vehicles (DMV), CHP, AARP, and Paratransit, Inc.

Charge: To develop and implement 13 action items including creation of evaluative instruments for use in driver screening processes that link health domains with critical driving errors; evaluation of current technology and, if necessary, developing an evidence-based surrogate road test that can be used for driver assessment or rehabilitation; and completing the research that can lead to adoption of DMV's 3-Tier Driver Assessment System.

Accomplishments to Date:

1. Encouraging steady progress on the 3-Tier Assessment System. This test would take applicants through a progression of steps that measure both physical and cognitive abilities, including a drive test if deemed necessary. DMV's pilot study and subsequent research have been completed and are now undergoing assessment by outside research consultants. Upon validation of the research, DMV contemplates a draft report of findings. Release of the report should enable consideration of legislation that could lead to enactment of the three-tier process within California vehicle law.
2. Working to identify agencies or entities able to assist older adults when they are de-licensed. DMV is currently collaborating with the Area 4 Agency on Aging and Sacramento County to launch a pilot program that provides for older adults to maintain their connection to the community despite being unable to drive.
3. Conducted a survey of field and driver safety offices throughout California to identify the frequency and disposition of older adults who are "stranded" at DMV field offices after their licenses have been revoked or suspended.
4. Established policy to conduct older driver sensitivity training for DMV employees on a statewide basis.
5. Established policy to expand use of area licensing to allow some older adults to remain active and mobile within their communities.
6. Re-worked policy outlining the use of Special Instruction Permits for older drivers who may face delicensure.

Objectives for 2007:

1. Work with a major insurance company to determine the feasibility of towing de-licensed individuals and their vehicles home safely from DMV offices.
2. Continue work with the Aging Services and Mobility Workgroups to develop and disseminate regional alternate transportation option information to DMV field offices to assist de-licensed older adults.

MOBILITY WORKGROUP

Chaired by Ms. Mary Steinert, Paratransit, Inc.

Composition: Current members are Paratransit, Inc. AARP, Caltrans Division of Mass Transportation, CalACT, Congress of California Seniors, Automobile Club of Southern California, and Department of Motor Vehicles, Riverside County Agency on Aging, and Center for Independent Living.

Charge: This workgroup is charged with focusing on finding and emphasizing programs to help those individuals who can no longer drive to stay mobile and active within their communities.

Accomplishments to Date:

1. Instrumental in encouraging transit districts in California to acknowledge Senior Safe Mobility Week, October 22 - 28, 2006. As an example of their effort, the El Dorado Transit District allowed seniors to ride free during the week.
2. The Beverly Foundation, with assistance from the Mobility Workgroup, established a comprehensive listing of supplemental transportation programs (STPs) located throughout the state.

Objectives for 2007:

1. Identify an organization to permanently monitor and maintain the Clearinghouse project developed by the Beverly Foundation.
2. Assist the Aging Services and Licensing Workgroups to develop alternate transportation availability brochures for use by DMV field and driver safety offices.
3. Encourage supplemental transportation program operators to expand public awareness of their services.
4. To synthesize mobility option information into an easily understood, user-friendly format for use by seniors, senior organizations, health care professionals, and other senior stakeholders.
5. To widely distribute mobility option information to the public and assist individuals and families with developing strategies to "retire from driving."

POLICY & LEGISLATION WORKGROUP

Formerly Chaired by Ms. Helen Russ, AARP

Composition: AARP, CHP, California Congress of Seniors, the California Senate, the Assembly Aging and Long Term Care Committee, DMV, Caltrans, Department of Health Services, California Commission on Aging, SDSU-CIPPP, and the California Council of the Alzheimer's Association.

Charge: To monitor legislation involving older adult traffic safety, hold hearings for California Legislators and their constituent groups, and assist in the provision of information, data, and insight that will assist with legislative consideration of timely measures such as the DMV three-tier assessment system.

Accomplishments to Date:

1. Materially assisted in developing a comprehensive fact sheet concerning the three-tier assessment system for Assembly Member Lynn Daucher's use at an informational hearing held in Brea, CA. (Several members of the workgroup were invited to participate in the hearing). The 300+ senior citizens attending offered positive acceptance of the subject matter and provided additional impetus for eventual legislative consideration of adopting the three-tier assessment process.
2. Prepared OCTS Task Force solution statements concerning older adult transportation issues for the White House Conference on Aging (WHCoA) held in Washington, DC, in October 2005. The solution statements were presented to the WHCoA Committee for its consideration in developing resolutions to improve the lives of the nation's aging population.

Objectives for 2007:

1. To monitor all legislative actions concerning older adult traffic safety and mobility including California's Strategic Plan on Aging and Long-Term Care.

PUBLIC INFORMATION WORKGROUP

Chaired by Mr. Kent Milton, Retired Annuitant, CHP

Composition: CHP, California Department of Insurance, Automobile Club of Southern California, California State Automobile Association, Safety Center, Incorporated, Department of Health Services, DMV, and the California Department of Aging.

Charge: Develop and implement a detailed master plan for a multi-faceted public awareness/social marketing campaign.

Accomplishments to Date:

1. Working to devise strategies for improving the awareness of older adult traffic safety and mobility issues among seniors, their families and caregivers, and the general public.
2. Conducted, on behalf of the OCTS Task Force, a successful multi-city press event highlighting the American Automobile Association-American Society on Aging, and AARP CarFit program. Each venue had full participation by local media outlets and widely reached many citizens as evidenced by the large number of responses received from the public.
3. Produced a pamphlet addressed to seniors explaining in lay terms the functional problems that may translate into at-risk driving behavior, such pamphlet to be distributed through doctors, hospitals and pharmacies; and cooperated with the Automobile Club of Southern California in producing a second pamphlet, addressed to persons 60 and younger suggesting helpful ways to deal with senior parents exhibiting problem driving symptoms.
4. On behalf of the OCTS Task Force, successfully planned the Senior Safe Mobility Summit held on October 26, 2006, in Newport Beach, California. The summit brought together an array of

subject matter experts who have explored avenues to progress in helping seniors (a) understand keys to extending their safe driving years, (b) recognize the likelihood that driving may cease and that different mobility options must be explored, and (c) shift gracefully into the changed lifestyle that depends on these new alternatives. This one-day summit was well received by the over 100 attendees.

Objectives for 2007:

1. To assist other workgroups in advancing such initiatives as the CarFit program, Road to Driving Wellness classes, and the computerized Roadwise Review in-home self-assessment regimen; in publicizing such major innovations as highway configuration and signing improvements now being adopted by the engineering community; in coordinating with the health care discipline to help physicians become familiar with the linkages between functional impairments and driving ability and to dramatize the value of therapists in assessing older drivers and offering rehabilitation strategies where applicable; in broadening awareness among Highway Patrol and police officers of the particular clues that may recommend seeking re-examination of senior drivers.
2. To reproduce and disseminate the pamphlets to a wider audience.
3. To broaden the annual Californian Senior Safe Mobility Week (third week of October) events to include a second Senior Safe Mobility Summit and other pertinent activities conducted by OCTS Task Force member organizations.
4. To encourage development of speakers' contingents within agencies and organizations with a stake in senior safety and mobility issues, starting with the California Highway Patrol, which has a highly competent cadre of public affairs officers who blanket the state.
5. To spearhead production of a 10 to 12-minute educational video which explores the dynamics of helping a senior understand and accept the necessity to cease driving, and to make the constructive transition to alternative transportation options.
6. To build a closer relationship with California's senior centers and Area Agencies on Aging to establish strong lines of communication through which the OCTS Task Force can distribute useful information to seniors statewide.

TRANSPORTATION SAFETY WORKGROUP

Chaired by Mr. Jesse Bhullar, California Department of Transportation

Co-Chaired by Mr. Craig Copelan, California Department of Transportation

Composition: Caltrans, CHP, Department of Health Services, Federal Highway Administration, and the University of California, Berkeley Transportation Management Center.

Charge: To incorporate components of the Federal Highway Administration's (FHWA) "Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians," into state and local traffic engineering design manuals.

Accomplishments

1. Prioritized the numerous recommendations that specifically assist older drivers and in general, all other roadway users, for eventual introduction into appropriate engineering manuals. There were a total of 125 recommendations of which 46 remain to be incorporated into California's

MUTCD (Manual of Uniform Traffic Control Devices) and Caltrans HDM (Highway Design Manual). These manuals are used by all practitioners in California responsible for all public roads including

both the state highway system and local roads.

2. Appeared regularly before the California Traffic Control Devices Committee (CTCDC), the responsible body for adoption of changes in control device design and usage. An example of such adoption includes the CTCDC-approved use of 2.8 ft/sec signal timing where older pedestrians are present.

3. The workgroup provided the CTCDC with a presentation of the 41 FHWA older driver and pedestrian recommendations at a special one-day workshop February 22, 2006, at the CHP Stillwater Road Facility in West Sacramento.

a. The workshop was favorably received with 31 of the 41 being passed by the CTCDC for inclusion in California's design manuals.

b. At a subsequent CTCDC meeting held in May 2006, 40 of the 41 recommendations were accepted for incorporation.

Objectives for 2007:

1. Seek funding to promote training on FHWA Older Driver and Pedestrian Guidelines and pursuing policies that increase pedestrian priority:

2. Pedestrian advocates and professionals have played an important role in the development of California's Strategic Highway Safety Plan, which will probably be the most important single policy initiative to increase pedestrian priority. The workgroup will place greater emphasis on pedestrian issues.